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THE NATIONAL PROGRAM

The National Scenic Byways Program

A Byway is a special route (or network of routes) that offers the traveler access to beautiful scenery, cultural and natural resources. They provide an antidote to the monotony of linear, high-speed travel; open up vistas; and introduce us to places we might otherwise pass by. They can be spectacular destinations or a favorite local road. They can be rural, suburban, or urban. They come with different names: rustic roads, scenic highways, historic roadways, or backways. The common thread is that it must be a roadway that a community regards as a special resource to be promoted and protected.

The recent increase in Scenic Byway interest has been fed by the funding opportunities of Intermodal Surface Transportation Efficiency Act (ISTEA) and the Transportation Efficiency Act for the 21st Century (TEA-21), which has developed the rationale and benefits of a National Scenic Byways Program:

- Assure that Americans know and appreciate scenic, cultural and natural resources
- Induce economic development in communities and regions
- Protect and enhance scenic, cultural and natural resources
- Manage traffic by diverting and channeling tourist traffic
- Encourage visitors to come, stay, and travel

Scenic Byways programs exist in nearly half of the states as well as in local government groups and private sector groups. Interagency coordination exists within the Federal Scenic Road Cooperative Activities of the USDOT - FHWA; USD Interior - National Park Service, Bureau of Indian Affairs, Bureau of Land Management; USD Agriculture - USFS as well as other Federal agencies that deal with land and water development and flood control. In 1991 through ISTEA, Congress directed the Secretary of Transportation to establish a National Scenic Byways Advisory Committee to assist in the development of a national program. This committee provided the following recommendations:

- A byway must be significant in at least one of the six intrinsic value categories: natural, scenic, cultural, historic, recreational, or archaeological.
- A Scenic Byways program is for the recognition, interpretation, maintenance, enhancement, and preservation of the intrinsic qualities of the byway.
- A corridor management plan demonstrates a commitment to preserve and protect identified assets. The expectation is that designation would increase tourism, create new jobs, and foster economic development. The plan should have a narrative as to how the byway is positioned for marketing.
- Continuity is important in the byway. Byways must accommodate 2-wheel drive autos and should accommodate bicycles and pedestrians.

Corridor Management Plans

The objective and purpose of corridor management plans is to conserve the intrinsic values of a byway in sustainable balance with economic development and tourism. It is a process to identify and document resources with broad community involvement, monitoring and continued advocacy. A corridor management plan reflects the community's vision of its byway with an implementable action plan to establish and maintain the Byway. The development of the plan is expected to be a grass-roots driven process, and is limited only by the imagination and vision of the participants.

Intrinsic Resources of a Byway

Intrinsic resources are characteristics that make a place unique. Six categories of these resources were identified as giving byways their special sense of place. For the purpose of the Lake Champlain Byway planning program, historic and archeological qualities were combined into the historic category and the intrinsic resource of "agriculture" was added to reflect the Champlain Valley's agricultural heritage.

Natural

Found in unusual geologic formations, topography, climate, hydrologic features (e.g., streams, rivers, lakes, wetlands and oceans), wildlife, and habitats for rare or endangered species.

Scenic

Includes visually appealing natural and cultural landscape elements that offer a heightened or memorable visual experience. Some of the potential elements that contribute to scenic values include water and landform features, landscape compositions and effects, vegetation patterns, structures, and roadway characteristics.

Historic

Sites, districts, structures, artifacts, or other evidences of human activities that represent our history. They may be places where significant historic events occurred, or associated with an important personality. Areas where the landscape or landforms influenced an event as well as historic roadways and travel corridors are also potential resources. Also included are archaeological resource such as evidence of farms, hunting, or gathering areas, burial sites, artifacts, and building remnants.

Recreational

Both active and passive recreation features, such as state and local parks, reforestation areas, hiking trails, water access points, bike and pedestrian trails, indoor recreation facilities, and cross-country and downhill ski areas.

Cultural

Heritage or resources that were important in the course of human events. Examples may include churches, museums, colleges/schools, festival sites, or other civic resources. Sites or areas of ethnic importance and structures or landscaping that possess artistic merit or represent achievements in architecture, engineering, technology, design or scientific research and development are possible resources.

Agricultural

Examples include the working landscape, such as those related to farming, forestry, mineral extraction, or working waterfronts. Sites or areas of importance to the development of the industries and areas where the landforms strongly influenced a development pattern are resources. Structures or landscaping that are particularly representative of their period, or represent achievements in technology or the development in agriculture are possible resources.

LAKE CHAMPLAIN BYWAY



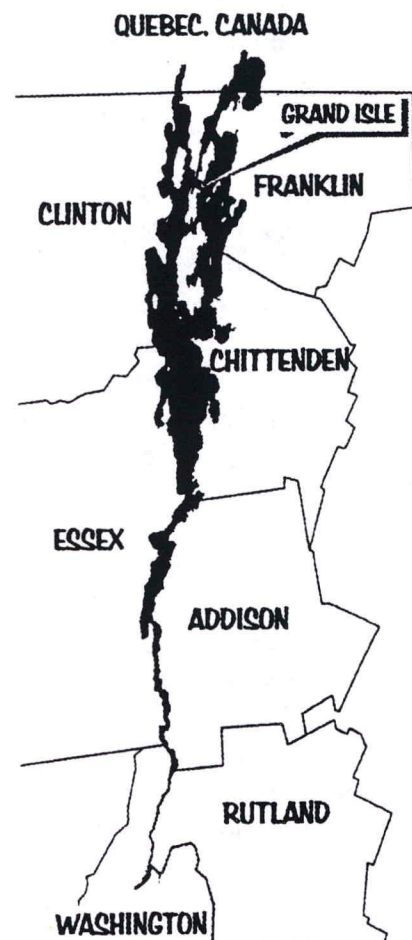
The New York counties of Clinton, Essex, and Washington and Vermont counties of Addison, Chittenden, Franklin, Grand Isle, and Rutland came together for Lake Champlain Byways, a new approach to economic development through the recognition of local heritage and resources. The local communities within each county worked together to create a shared identity for the entire Lake Champlain region as the basis for an action plan. This grass-roots process identifies ways to balance economic development and tourism with stewardship of the resources. The project was designed to build on the work of existing organizations for broad participation of diverse partners.

Each New York and Vermont county surrounding the Lake established and staffed a Local Advisory Committee (LAC) that developed the local vision, goals, and objectives for the project. Representatives of the participated in regional efforts to unify the Byways program and identify actions to implement the plan. The Byways project was product-oriented.

Project Approach

The Byway planning process addressed the needs of the natural, cultural, recreational, and historical resources of the Lake Champlain region. By using a unified theme for the region, each county identified its resources that contribute to the "story" of the region. Members of the LAC are undertaking one or more projects that identify the issues and opportunities to be addressed by the Corridor Management Plan. The process of developing these projects can:

- Generate interest in the project — something that sparks imagination and creativity.
- Create something that allows local interpretation of the resources.
- Provide a framework that invites contributions from the many players that are important to the planning process of the project.
- Develop ownership and identify roles for the management of the region's resources.
- Provide a structure that facilitates communication between counties to unify the lake region.
- Create a product through the planning process that is meaningful and worthwhile.



Lake Champlain Byway Regional Goals

Through the “visioning” process of the project, the Local Advisory Committees have established the following list of Regional Goals. No prioritization of these goals has been established.

- Establish public restrooms throughout the region.
- Establish a network of *Waypoint Communities* that would serve as a hub for Byway activities and could provide visitor information and services.
- Strengthen the inter-modal transportation infrastructure to reduce the visitors dependency on automobile travel (biking, ferry, rail, bus, walking).
- Improve access to the “Lake Champlain Experience.”
- Strengthen the role of the Lake as the unifying feature of the two-state, two-nation region — i.e. Lake Champlain Region image and identity for tourism promotion and economic development.
- Overcome jurisdictional boundaries for Regional activities — i.e. interpretive products, marketing and information, resource protection, transportation, fishing licenses.
- Establish a Regional Ag-tourism, marketing and education initiative.
- Maximize the “Lake Champlain Experience” for the existing travelers through the Region — target existing visitors to stop and stay, rather than just drive through.
- Establish a network of “themed” routes for various modes of transportation that links sites throughout the Lake Champlain Region — i.e. Birding Trail, Geology Trail, etc.
- Manage the roadsides to enhance the community character and qualities — i.e. stone walls, wildflower plantings, historic markers with pull-offs.

A Lake Champlain Byways *Waypoint Community* is one that is located within the Lake Champlain Byway Corridor along a designated Lake Champlain Byways Route; offers (or has the potential to offer) multi-modal transportation, visitor services and amenities, traveler information, public restrooms; and can serve as a “hub” for the Byway traveler to nearby Byway resources that may not be located along a designated route.

A Unified Regional Theme

The Lake Champlain Region is so rich in its historic, natural, and cultural resources that it almost becomes overwhelming to identify one theme for protection, interpretation, enhancement, and promotion efforts. Through a visioning process, the LACs have identified several themes that are valued throughout the region:

- *The Military History*
- *Agriculture*
- *Industrial Development*
- *Natural Systems*
- *People and Communities*

In an effort to integrate these resources into a unified theme for the entire region, the following theme is guiding the project:

The Four Lives of Lake Champlain

1. Pre-European Influence
2. Exploration and Military
3. Industrial and Commercial
4. Recreation and Tourism

Each one of these “lives” has scenic, historic, recreational, natural, and cultural resources that reflect the unique qualities within each county that surrounds the lake. Through the Byways planning process, we are identifying these resources at the local level, and weaving them together through the “four lives” to create an integrated story for the region.

Numerous studies have consistently identified what motivates people to live or visit the Lake Champlain region:

- The community “feel” of the small villages and towns
- Abundant outdoor activities and recreational opportunities
- Rich and diverse historical resources
- The scenic qualities of the natural environment and rural landscape
- A chance to become “renewed” in peaceful settings

Through the Lake Champlain Byways planning process, the Local Advisory Committees have identified what is special about their county, and what they would like to address in the Byway Corridor Management Plan.

Celebration Champlain

The Lake Champlain Byways Economic Study identified interest in a two-state, multi-nation, six-year regional celebration of the 400th anniversary of Champlain’s arrival to the Richelieu River in 1603 and Lake Champlain in 1609.

The celebration would be a massive joint effort across all jurisdictions (multi-county/state/nation). It would extend from 2003-2009, enabling: 1) a substantial advance planning period for establishing an organizational framework, preparing program plans, and gathering necessary resources; and 2) an extended implementation period to complete major community and economic development initiatives and to conduct identity-building multi-year special events.

Such a celebration would highlight the full story of the Richelieu-Champlain region, interweaving multiple historical themes from geological pre-history, to the lives and times of native peoples, to European settlement and the creation of current nations, through to the industrial, post-industrial and technology eras. Cultural traditions and creative expression of all local peoples would be highlighted through coordinated special events and preservation and enhancement of cultural/heritage sites. Environmentally-oriented outdoor recreational opportunities (bicycling, hiking, paddle sports, fishing, etc.) would be targeted for development during the celebration period. The region’s agricultural legacy and the current state of family farms and farming families would be a focus during this period.

The celebration would be designed to leave a legacy of community and economic development for the region. It is envisioned that collaborative efforts within communities and between and among municipalities, counties, states and nations would be targeted to enhancing opportunities for community and economic growth while sustaining the natural setting that makes the region so special. These development efforts would specifically include development of waterfront access and site improvements, and coordinated multi-modal transportation planning and development to minimize impacts of increased vehicles on the region’s roadways.

FRANKLIN COUNTY

The grant application for the Lake Champlain Byway planning program proposed a circle tour of Lake Champlain. Because it used the Champlain Islands as the northeastern boundary of the circle, Franklin County was not originally included in the planning program. The County joined the lake-wide effort with only six-months to explore its role before the planning grant ended. Therefore, its efforts and activities are limited when compared with other counties. The County's focus was: 1) to assess the landscape for byway potential, 2) to create an exchange of information between the project and local citizens, and 3) to compile information on activities and partnerships that might lay the foundation for future County participation in a Lake Champlain Byway.

The Hometown Pride Experience

Franklin County residents are proud of their history. They reflect that pride through family-oriented festivals and special events that showcase the County's communities and working landscape. Water remains an important part of the landscape, however, agriculture -- especially dairy farming -- dominates it. Agriculture's influence has drawn community focus inland and away from the Lake. Settlers followed rivers upstream, building homes and communities along the way. The Lamoille River, the Missisquoi River, and numerous streams and brooks are more familiar to the County's citizens than the Lake experience. For the most part, Lake Champlain has remained a place of summer residence enjoyed by those who boat and fish. It is through rivers and streams that residents are rediscovering Lake Champlain and its shoreline as a working part of the economy and the Franklin County landscape.

The current Franklin County experience differs for visitors and residents. Visitors value drive-by viewings of the scenic landscape, often missing the rich hometown experience available in communities. Residents value the hard-working people who create and maintain the landscape, sometimes missing the rich recreational experience available through local and regional resources. These parallel values, however, are beginning to come together through a growing understanding that preserving the postcard image means protecting the families and livelihoods that create it. Regional programs, like Lake Champlain Byway and the Celebration Champlain, are building opportunities for residents to teach visitors about the values they cherish. Local programs, like the St. Albans Museum Lake Champlain diorama and the Swanton Heritage Trail, are building opportunities for everyone to explore the history and culture that makes Franklin County special.

County Approach

Franklin County's effort involves the lakeside communities of Highgate, Swanton Village and Town, St. Albans City and Town, and Georgia. Planning began by recognizing several other efforts underway within the county and throughout Vermont and the Lake Champlain Region.

Each program uses information from the others to build a more comprehensive picture of the county. A brief summary of these programs is included in Appendix D.

Through a series of workshops, presentations, and discussions, the County's residents learned about the Vermont Byways Program and the Lake Champlain Byway planning effort. They contributed their ideas for Franklin County participation and considered how the program might affect their lives and livelihoods. The Northwest Regional Planning Commission coordinated the multi-town project. Commission staff worked to gather information about local programs and activities and shared the information with participating municipalities and organizations.

As an understanding of the Lake Champlain, State, and National Byways Programs developed, the County's residents demonstrated a clear concern that the Vermont and Lake Champlain Byway programs appeared to value resource promotion more than resource protection. They stressed that while the Franklin County tourism economy could be encouraged to grow, the families and livelihoods that maintain the working landscape should be protected from potential adverse impacts. The recommendations in this plan came directly from the recommendations made by county residents through the planning process, personal interviews, and individual municipal plans. The "Strategies for Project Development" chapter outlines different methods for continuing the discussion about Lake Champlain Byway and for supporting projects and activities that cross municipal and county borders.

Corridor Management Plan

The Corridor Management Plan (CMP) is organized around the planning process. It includes a summary of community involvement, a survey of the Franklin County byway infrastructure, and a brief action plan outlining general goals and strategies that became evident through community involvement. These goals reflect the County's hopes that by inviting visitors to explore our communities, we would: 1) raise local awareness of things to see and do in Franklin County and 2) strengthen pride in our community resources.

Throughout the planning process, County residents have been clear that the Corridor Management Plan is meant to be used as a guide to actions that support community goals and not as a document for regulatory proceedings. As a vision for the future, the CMP can only be realized if residents continue to support a countywide effort. Moreover, while Franklin County residents recognize that open, pastoral landscapes are part of local quality of life and help support the economy, they also recognize the importance of maintaining landowners' equity in their property and of supporting the other five Byway qualities. The CMP is not intended to replace or take precedence over local planning and zoning. Regulatory efforts to maintain scenic qualities and community character are a municipality-specific balance between community needs and individual equity.

COMMUNITY INPUT

Project Introduction Workshop

Franklin County residents representing business, government, manufacturing, and citizen interests convened in a kick-off workshop to learn about and discuss Lake Champlain Byways. The focus of the workshop was identifying what makes Franklin County special and recording hopes and fears related to participation in a Lake Champlain Byway future. Janet Kennedy, Lake Champlain Byway Coordinator, discussed the National Scenic Byway program and introduced the concept of a Lake Champlain Byway. Harvey Smith, from the Addison County Farm Bureau, discussed his involvement in the Vermont Byways Program and his participation in the Addison County work group for Lake Champlain Byways. The following is a summary of the workshop comments (shown in *italics*) with a listing of comments made by individuals.

☛ Special Resources and Activities

Participants stressed that making a connection to other Franklin County towns was important to understanding the whole story. They felt local history, maple products, and agriculture give Franklin County its character and identity. However, they believed visitors passed through the County without stopping to enjoy the people and stories that are part of the character.

Activities, Sites and Events to Enjoy

Enosburg, Dairy Capital of the World
 Missisquoi Valley Rail Trail
 Missisquoi National Wildlife Refuge
 Hunting & fishing
 St. Albans Historical Museum
 Historical societies & small museums
 State parks
 VT Maple Festival
 Franklin County Field Days
 Dairy Festival
 Enosburg's Bridge of Flowers & Lights

Things That Make Us Special

Low crime
 2/3 of our population is bi-lingual
 44% of residents have French ancestors

Maple products – 10% of US production is from Franklin County
 Largest milk producing county in New England
 History, including "Windows on St. Albans & Franklin Co.," Lake Champlain, and the Underground Railroad
 Northern most event of the Civil War
 The railroad

☛ Envisioning A Byways Future

Participants hoped that a Byways future would increase tourism's contribution to the County's economy and build infrastructure. They also feared it might harm our farm and manufacturing industries and create a loss of local control over local resources.

> > > *HOPES* < < <

Improve Transportation Infrastructure

Wider shoulders
 Re-open rest areas and keep them functioning
 Improve modes of transportation
 Improve general road quality in region – infrastructure

Enhance Visitation and Visitor Services

Ensure visitor expectations are met to encourage re-visits
 "Get on the map" between Colchester and Canada
 Improve communication and coordination
 Increase tourism stops in region

> > > FEARS < < <

Loss of Local Control

State & Feds co-op the local role over their destiny
 Inability to get out [of designation] once we're in
 Additional regulation

Increase Activities That Draw Visitors

Tour Day to introduce people to the county
 More lake activities and access
 Marina
 More public access to the lake (only 3% lakeshore now)

Adverse Impacts on Existing Economy

Impact on land value along the corridor
 "You can't eat scenery" [the tourism industry wouldn't provide a living income for residents]
 Increased traffic congestion will hurt commerce

Tourism Stakeholder Session

The Northwest Regional Planning Commission and the St. Albans Area Chamber of Commerce hosted a tourism stakeholder session as part of the Lake Champlain Byways planning program. The session's goal was to explore the local desire and potential for including Franklin County's lakeside communities in a Champlain Valley regional marketing effort. Participants agreed that businesses and organizations in Franklin County are demonstrating a desire to increase the impact of tourism on the local economy. None of the participants expressed an expectation or desire for tourism to surpass the economic contributions of agriculture or manufacturing. However, they noted that an increase in tourism could benefit small businesses and could offer new opportunities for existing businesses and entrepreneurs.

☛ What We Are Proud Of

A close-knit community
 A "quaint" town: small, old-fashioned, personable, people on the street, real life, quiet, human scale
 Agricultural heritage: milk producing, maple syrup
 Our summer offerings: boating, camping, hiking, hands-on outdoor recreation
 Water quality
 Small town atmosphere
 Living next to refuge: wildlife, boating
 Wildlife: migrating geese

Slower paced lifestyle and [we are] straight shooters

Versatility, something for everyone: shops, beaches, bicycles
 People still talk to each other face-to-face
 Scenic: great foliage due to maples and farms

☛ Signs of Change for Tourism Growth

Regional Marketing Organization
 Sugarmakers and agriculture moving from backwoods to roadsides to sell products: "Going Retail"
 Agriculture festivals

Businesses trying to communicate using the Internet
 Saving our old buildings
 Abenaki Museum
 Swanton Heritage Trail
 Wildlife Refuge expansion
 West Swanton Fish Hatchery
 Swanton Library addition
 Infrastructure development: resource sites, B&Bs, Visitor Center
 St. Albans Museum diorama of Lake Champlain
 Chamber sub-committee on Travel and Tourism

Municipal Leader Tour

Staff from the Northwest Regional Planning Commission (NRPC) visited with the leadership of each municipality involved in the Byways project. In general, municipalities stressed building connections to local sites, events, and businesses and protecting local lifestyles and historic resources. The leadership stressed that development of new resources and facilities should be primarily aimed at local residents with the understanding that visitors might use them as well.

Highgate

Need more shoulders - users conflicts because not enough roadway for everybody.
 Want to create a walkable community with hiking trails, space for joggers, and off-road bicycle trails.
 Difficult to make Highgate Center a walkable community along Main Street when Rt. 78 is a busy highway for trucks and cars.
 Would be nice to have self-guided historic tours, riverwalk trail, parabolic truss bridge preservation.
 Many local resources should remain locally-known to avoid adverse impacts to neighborhoods and resource sites. Highgate has lots of archeological history and resources, but the town wouldn't want sites damaged by looters and uneducated visitors.

How to Move Forward

Develop a brochure promoting Franklin County
 Get people talking
 Host a familiarization tour for local residents
 Take farmers on a familiarization tour of agri-tourism at work
 Figure out the benefits of tourism and publish them
 Build an organizational structure that helps organizations work together

Swanton Town

Potential negative impacts to farming because visitors don't want to see mud and manure or smell farm odors.
 Village historic preservation projects are good place to start.
 Important to reinforce downtown village area.
 Incorporate the Refuge expansion into any proposals.
 Traffic flow in the business district is already tough as we can't afford to stop truck traffic - negative impacts from additional visitor traffic
 Project could benefit by working with fishing, hunting, and snowmobile groups.

☛ Swanton Village

Marble Mill Park, Village Beach, Abenaki Museum, and the Refuge are good resources to highlight

Rt. 78 corner is the village entrance -- would like it to look nice with something interesting to look at [create nice gateway to village].

Need to make business connections.

Rt. 36 is scenic, but it is too narrow for multiple vehicles and bicycles.

☛ St. Albans Town

Build connections to Civil War Days and Bay Days.

Protect the working landscape and the people who create it.

☛ St. Albans City

The City is not located on the Lake. How can it participate in the project? [acts as gateway from I-89 to the Lake]

Build connections to Maple Fest and other City resources.

Need signs for residents and visitors.

☛ Georgia

Tourism doesn't really impact the town -- people drive through but there aren't many tourism resources or business to enjoy.

Consider using CD ROM technology as a promotional tour technique.

If there is a designation, can byways funds be used for road maintenance? [not for regular maintenance, but \$ available if the roadway work is related to byway designation.

Other Presentations, Discussions, and Interviews

NRPC staff also made presentation to other groups, like the Franklin County Industrial Development Corporation and Swanton Historical Society and spoke with representatives of the St. Albans and Swanton Chambers of Commerce, local historical societies, and Rotary Club. These groups reinforced that byways planning should make connections among resources and build connections between resource sites and businesses. They also shared concerns that increased tourism may adversely impact other economic sectors, mainly through infrastructure demands and conflicts between visitor expectations and the realities of our working landscapes.

TOURISM INFRASTRUCTURE

Resources

Franklin County residents are rediscovering their relationship to Lake Champlain. Both new and long-time residents are supporting projects to purchase waterside property for recreational development, to protect water quality, and to build on community history related to the Lake. In exploring the County's resources with residents, it became clear that stories blended more than one quality. The County's multi-national heritage, strategic position next to Canada, and gentle terrain encouraged a layering of human history. County residents have identified a variety of resources that contribute to the Franklin County experience.

Recreation

Criss-crossed by water with flat plains rising to foothills, the County hosts abundant hands-on outdoor recreational activities that are suitable for individuals or families. Numerous wildlife management areas offer opportunities to fish, hunt, and boat. Snowmobiling and golf are also important recreational experiences. Recent work to increase recreational activities has focused on developing multi-use trails and increasing access to Lake Champlain.

Natural



The natural resources of Franklin County opened the region to its resource-based economy and encouraged the development of small hamlets and villages. Efforts to strengthen nature-based tourism (birding, canoeing, walking) continue to grow as a new resource-based economic activity. State parks provide ready access to Lake Champlain. National and State fish and wildlife areas offer boating, fishing, birding, and hiking opportunities. Private efforts focus on the maple products industry as 10% of the US production of maple syrup is from Franklin County, Vermont.

Working Landscape

Franklin County, Vermont is the largest milk-producing county in New England -- a fact reflected in the County's landscape. Dairy farms and dairy-based industries dominate the landscape and "family farms" have gradually grown into family corporations in response to changes in the world economy. The evolution and growth of the industry has created some opportunities for agri-tourism, mostly through bed-and-breakfast experiences, food products like farmhouse cheeses, and "going retail" with roadside stands. Orchards, gardens, quarries, forests, and Lake Champlain add to the County's working landscape.



Cultural

Small, close knit communities characterize much of Vermont, but Franklin County residents pride themselves on presenting "real life" experiences in addition to postcard images. Visitors to any community will find local people enjoying each other's company -- walking along streets,

chatting at stores, and visiting on porches. This neighborly quality of life is cherished by residents and fiercely protected.

The County's heritage is rich. Two-third of the population is bi-lingual and 44% of residents have French ancestors. The County is home to the Abenaki Nation. Family-oriented festivals and special events showcase the County's culture, working landscape, and lakeside recreation. The Franklin County All Arts Council has worked to raise awareness of the variety of cultural events and activities available to the County's residents.

Historic

History has always been a personal experience in Franklin County; it is ingrained in the County's culture. Each town boasts a museum and an active historical society to help residents share aspects of their history with each other. Municipal plans protect historic and archeological resources to maintain the friendly, personable atmosphere of communities. St. Alban's railroad history is reflected in its buildings as well as its nickname, Rail City. Heritage tourism is an emerging concept with recent efforts like the Swanton Heritage Trail and Highgate Riverwalk Trail. It should be noted that these efforts are first and foremost aimed at creating a high quality of life for local residents.

Scenic

Every trip through Franklin County shoreline towns offers travelers scenery that meets the most serious Vermont-brand expectation. The combination of historic communities, farmland, natural settings, water, and varied terrain make every setting special. Communities and organizations work in cooperation with landowners to protect the County's working farms, which protects the County's scenic qualities. Keeping their communities attractive is important to residents. However, protecting scenic values at the cost of losing the working landscape has little local support.

Municipal Planning

Each municipality in the study area has a Municipal Plan with goals and policies for achieving the community's vision (the Town and Village of Swanton have a combined Municipal Plan). Common goals among the communities that relate to resource protection include:

Protect and conserve unique areas and special resources.

- Encourage the protection of archaeological sensitive sites
- Encourage the protection of unique natural areas – this should be done for their aesthetic, natural beauty, and recreational value
- Encourage the protection of irreplaceable areas – these should remain in their natural state for the generations to come
- Encourage the protection of natural resources/features – soils, forests, waterbodies, waterways, mountains, etc. including Lake Champlain, Missisquoi River and other tributaries, Missisquoi Wildlife Refuge

- Fragile, unique, and sensitive areas should be protected from the adverse affects and encroachments of development
- Encourage the keeping of land for agricultural purposes; agricultural land represents a vulnerable and irreplaceable resource, which must not be wasted, once it is developed it will likely be lost forever; economic incentives should be used to keep land in agriculture
- Farmers should be supported in maintaining, expanding, and/or diversifying their business; the VT Dept. of Agric. Program "Best Management Practices" should be used to help support these farmers

Programs should be used when available to encourage conservation and protection of the above areas, and to help with development of existing land

- Vermont Use Value Appraisal Program
- State tax rebate programs for agriculture and forestry land are available
- Tax stabilization contracts for farmland are available
- Land Trust – many farms are preserved using this method
- Transfer of Development Rights Ordinance – helps preserve agricultural land (should be enacted)
- Planned Residential Developments
- Planned Unit Developments
- Planned Commercial and Industrial Developments
- Flexible Zoning Provisions
- Purchase of Development Rights
- Zoning Bylaws and Subdivision Regulations

Encourage the protection of historic areas.

- Use Subdivision Regulations and Zoning Bylaws as a means to help protect these historic areas
- State Register of Historic Places
- The Division of Historic Preservation should be consulted by the public for site specific projects
- Towns should work with local historians and historical societies to pinpoint potentially historically significant buildings; proposals should be drawn up to get these places on the Register of Historic Places; and steps should be taken to ensure their protection
- Local areas should maintain their historic, traditional character, and their attractiveness
- Unique heritage of towns should be protected for future generations

The Transportation System

Franklin County's transportation system acts as a port of entry for Vermont visitors who arrive from other states and nations. It is critical that this system provides a welcoming and safe experience. The Northwest Regional Transportation Plan outlines strategies and recommendations for improving the regional transportation system. The Plan update, scheduled for completion in September 2000, should be considered an addendum to this Corridor

Management Plan. The update will address needs, issues, and opportunities related to travel on foot and by automobile, train, boat, plane, bicycle, bus, snowmobile, and public transit. The CMP, therefore, will only address existing roadway studies. The Lake Champlain Byways Non-Motorized Recreation Study is expected to address general issues related to boating, hiking, walking, and bicycling.

NRPC does not analyze local roadways unless requested by a municipality, therefore a full assessment of the roadway infrastructure is not possible. Through the Vermont Agency of Transportation Transportation Planning Initiative, the Northwest Regional Planning Commission has conducted several corridor-specific studies of the region's roadways. Three studies are applicable to the project area and are summarized below. The full copy of each report details transportation system improvements that would facilitate local and visitor travel.

Federal Street Corridor Study – City of St. Albans

Concerned with increasing traffic volumes through the City's downtown business district, the Northwest Regional Planning Commission and City of St. Albans investigated alternatives that would relieve existing and future traffic congestion. Potential routes were evaluated with regard to natural resource impacts, land use impacts, impacts on historic resources, and impacts on property owners. Two possible solutions were suggested: 1) constructing an arterial bypass, and 2) constructing a one-way circulation plan. It was determined that the one-way circulation plan was a viable short-term alternative until the Federal Street Corridor Project could be completed. Preliminary construction cost estimates and conceptual drawings were developed and a project implementation plan was prepared. The project is expected to result in a 15% decrease in traffic in the downtown area by removing through trucks and traffic from the downtown environment. The City of St. Albans is in the process of implementing the recommendations.

US 7 Corridor Study -- Franklin County, Vermont

US 7 serves as the County's Main Street, linking village center to village center. Along its way, it crosses rivers, defines neighborhoods, accesses industry and commerce, affords scenic views, and demarcates the history of the region. The Study describes existing and future deficiencies and opportunities in the corridor's transportation system, primarily focusing on traffic volumes, safety, roadway and bridge conditions, and goods movements. It recommends options for addressing those deficiencies over the short-term (1-5 years) and long-term (8-15 years) time frame and included preliminary engineering cost estimates. Many deficiencies can be corrected with small fixes and are not considered "big" problems within the scale of deficiency on the Region's other roadways (see "US 2/VT 78 Corridor Study").

The Study also notes several deficiencies related to bicycle and pedestrian travel, including narrow or absent shoulders and poor condition or lack of sidewalks. It suggests a system of historic markers and recreation signage and improvements to boat access sites along the Missisquoi River. The Study includes a table outlining recommended improvements, responsible parties, and estimated costs.

US 2 and VT 78 Transportation Corridor Study -- Rouses Point Bridge to I-89, Exit 21

The US 2 and VT 78 Corridor is part of the National Highway System and acts as a key link between I-87 in New York and I-89 in Vermont. While the Corridor is vital to the economy of the region and the state, much of the roadway and its key structures are inadequate and some, like the Missisquoi Bay Bridge, are substandard. The passage of trucks through Alburg and Swanton puts pedestrian safety at risk and creates a negative aesthetic and social impact on the village atmosphere. The Study determined the nature and magnitude of the Corridor's transportation deficiencies and identified cultural and environmental constraints and considered potential remedial measures. It also made recommendations as to which improvements should be implemented and how the improvements should be implemented.

The Study provides specific recommendations for improving the pedestrian system in Alburg and Swanton Village, identifies improvements to recreation access points, and notes a lack of alternative transportation choices in the Corridor. Implementing the Study's recommendations would greatly improve the transportation system in Franklin County and facilitate travel by residents and visitors.

Community Partnerships

Community partnerships are a key component of successful byways projects. While surveying the tourism infrastructure, NRPC noted several projects, activities, and partnerships that build a foundation for future byway participation by Franklin County. This list is not all inclusive, but rather it demonstrates Franklin County's potential for success.

Franklin-Grand Isle Community Theater Partnership

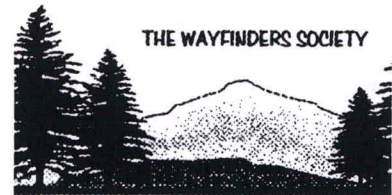
This emerging partnership between the Franklin County All Arts Council, the South Hero Players, and the North Hero Players will link individual theater performances into one calendar of events beginning in 2000. The goal is to increase attendance at local events and to increase visibility for the arts. The partnership idea is based on an existing joint venture between Highgate, Enosburg, and Richford for concert-on-the-green promotion.

Maple Fest

Maple Fest is one of many festivals and special events in Franklin County. Franklin County produces 10% of the total United States maple syrup production. Maple Fest celebrates Vermont's role as a top producer of maple syrup in the United States. The festival includes exhibitions, demonstrations of syrup production, sugar house tours, entertainment, rides, food, a parade, and much more. The festival's organizing council includes representatives from the Chamber of Commerce, maple industry, local farmers, University of Vermont Extension services, community members, private businesses, St. Albans Recreation Department, and many other organizations.

Rest Area Task Force and The Wayfinders Society

The Rest Area Task Force (RATF) is a group of volunteers who first rallied to stop the closing of the I-89 rest areas in Franklin County. Since successfully lobbying to keep the rest areas open, the RATF has evolved to focus on management and staffing issues in welcome centers and rest areas in Franklin and Grand Isle Counties. One outcome of this effort is the WayFinders Society, started through a grant from the Vermont Department of Tourism and Marketing. Wayfinders help travelers find services and attractions. It is the goal of the WayFinders Society to eventually become a statewide program.



Islands and Farms Regional Marketing Organization

As one of 12 Regional Marketing Organizations (RMO) in Vermont, the *Islands and Farms* RMO represents a partnership of Grand Isle and Franklin County chambers of commerce, businesses, and institutions who have joined together to strategically market the Northwest Region. The RMO established a joint 800 number to receive visitor phone calls passed down from the State, developed a regional web site, and created a series of travel packages to unite services and attractions. The partnership is also in the process of developing a "lure piece" to tell the story of the Region and is participating in a pilot study with another RMO to develop a coordinated booking system for lodging establishments.

Swanton Downtown Vitality Task Force

The Swanton Downtown Vitality Task Force is a partnership of the Town and Village of Swanton, the Swanton Chamber of Commerce, the Swanton Historical Society, and local business and industry. The Task Force was formed in response to the closing of a downtown grocery store in 1999. It has grown into a partnership to keep downtown Swanton a healthy and vital place. The Task Force has been successful in raising community awareness about the importance of a vital downtown and recently won a Vermont Community Development Program grant for downtown development planning. Heritage tourism by locals and visitors is expected to play a role in the downtown revitalization effort.

Vermont State Parks

Vermont State Parks attract approximately one million visitors per year, collecting over three million dollars in park receipts, primarily through park user fees. A 1993 study by the University of Vermont determined every dollar spent by visitors on Vermont park fees generates another eighteen dollars spent on durable goods (camping and recreation equipment, etc.) and twelve dollars spent on non-durable goods (groceries, gasoline, meals, bait, camping and picnic supplies, attraction fees, etc.) within an area economy – a 30:1 ratio! Factored out, those 125,000 visitors to area parks generate nine million dollars in annual economic activity. At the same time, Vermont State Parks receive no general fund tax support for their operation or maintenance, relying instead on a combination of park receipts (60%) and lease receipts (40%). This has led to what may be described as an almost entrepreneurial spirit among park managers that is unique to "normal" government operations.



Park managers are eager to work with other businesses and organizations in forming travel and tourism partnerships for co-marketing, packaging, and promotion of a variety of vacation components. One program, Wayfinder coupons, offers a two-for-one admission to Vermont State Parks to visitors who stop at rest areas and welcome centers in Franklin and Grand Isle Counties. Another coupon program teams State Parks with Historic Preservation sites to offer visitors incentives to visit historic sites and camp in state parks. The parks also develop cooperative ventures with local organizations that use the park facilities or amenities for festivals, trainings, and educational programs. Park partners include schools, the Town of St. Albans, St. Albans Historical Society, Vermont State Police, Islands and Farms Regional Marketing Organization, Lake Champlain Birding Trail, Franklin/Grand Isle Head Start, and VT Council on the Humanities.

STRATEGIES FOR PROJECT DEVELOPMENT

Several strategies are available to Franklin County communities that are interested in continuing their participation in the Lake Champlain Byway program. Strengths, weakness, opportunities, and threats of the three strategies are outlined below.

Existing Work Programs

Activities and projects will be continued using current programs and funding mechanisms. In fact, many of the organizations involved in the development of County-wide studies and the Lake Champlain Byway Corridor Management Plan have already incorporated specific actions into their Year 2000 work programs. Municipalities will continue their community development efforts. The Northwest Regional Planning Commission will continue to assist communities with addressing activities and issues that cross town boundaries, like transportation enhancements, lake access improvements, and ice storm recovery. The Chamber, the State, and other organizations will continue with programs and activities that forward their missions. Several benefits and drawbacks of continuing activities through existing work programs were identified throughout the Lake Champlain Byway planning process.

Strengths and Opportunities

- Continuing activities through existing work programs may increase buy-in from individual organizations.
- Clearly demonstrates an organization's capacity and willingness to support projects and activities.
- Maintains a stable playing field for projects and programs because organizations know what to expect in the development and review process.

Weaknesses and Threats

- Work program priorities change with evolution in organization leadership.
- Existing work programs may not encourage thinking "out of the box" for new partnerships.

Lake Champlain Byway Designation

A local, state, or national designation could be sought by local communities either informally as waypoint communities or formally through the Vermont Byways Program. Because the Vermont Byways Program is new (August 1998), Vermont's experience with byways is limited, and it remains unclear what a state designation would mean for communities. Only one designated route has been approved, the Connecticut River Byway stretching from Massachusetts to Canada. Research on programs in other states has shown a variety of strengths, weaknesses, opportunities, and threats that can accompany a designation.

Strengths and Opportunities

- Designation could provide a framework and guidance for effective road and right-of-way management and use by ensuring the public and Byways partners are involved.
- Designation could provide stronger local control over the roadway because state agencies are required to keep their activities in conformance with the CMP.
- Designation could facilitate a regional tourism and economic development strategy to improve community services, tourism business, tax revenue, and jobs.
- Designation unifies a region in such a way that visitors see it as a destination. It usually unifies multiple political and jurisdictional entities.
- Byway designation could provide the incentive for improved community and traveler services through public/private cooperation and Byways grants.
- Byway designation could provide access to federal and state Byway funds that allow for a variety of planning, implementation, and construction projects.

Weaknesses and Threats

- Designation could encourage the overuse of the area and adversely impact the region through increased traffic on local roads, increased conflicts in uses, and degradation of community resources.
- Designation could encourage an extended planning process without developing useful products.
- Designation could foster too much commercial development or development that does not blend with community character.
- Designation could foster dependency on federal Byways funding that is not guaranteed for the long-term.
- Designation could begin at the local level, then be interpreted by the State to fulfill a different agenda.
- Designation could trigger Act 250 scrutiny and regulatory control of the properties along the corridor.
- Designation could adversely impact industrial or agricultural development by limiting travel corridors for large vehicles.

Celebration Champlain

A celebration of the 400th anniversary of Champlain's arrival at Lake Champlain and the Richelieu River could be used as a catalyst for uniting projects throughout the Region. It could also be used as a medium for drawing federal funds to the region as was done for the 300th and 350th celebrations, potentially through the Champlain Valley Heritage Corridor project.

Strengths and Opportunities

- The Celebration offers a focused way to honor local efforts while building new partnerships.
- The seven-year celebration period offers an extended time to make a difference in local and regional efforts.
- It is an event *for ourselves* and not just for visitors.

- The Celebration concept crosses the boundaries of tourism, economic development, community infrastructure, and community pride.
- The Celebration would strengthen local appreciation for the region's history and assets and leave a legacy of community and economic development in the region.

Weaknesses and Threats

- The Celebration event may eclipse the vision, leaving participants unfocused when the event is over.
- Special events require strong regional organizational capacity to champion the vision.
- The Lake Champlain Region or local communities could be overwhelmed by the number of potential visitors.
- Communities may chose not to participate, but may still feel the effects of increased visitation.
- There may not be sufficient time to plan and implement infrastructure improvements.

ACTION PLAN

Franklin County residents expressed several general goals related to their participation in the Lake Champlain Byway planning process.

- Define community gateways in Swanton Village and St. Albans City.
- Raise awareness among residents and visitors of things to see and do in the County.
- Increase tourism's impact on the County's economy while maintaining local quality of life.

NRPC will continue to assist Franklin County communities in exploring their participation in the creation of a byway around Lake Champlain. In the meantime, projects and activities that develop cooperative ventures or facilitate a discussion of the byways process will be encouraged.

Date	Task	Partners
October 1999	Distribute the Franklin County Lake Champlain Byways Plan.	NRPC
December 1999	Develop a cooperative Grand Isle/Franklin County map to show relationships among resource sites, the transportation system, and service centers.	RMO partners
April 2000	Develop and distribute a cooperative publication to promote local theater.	Franklin County All Arts Council, South Hero Players, North Hero Players
April 2000	Develop and distribute the Franklin County Biking and Walking Guide	NRPC
June 2000	Continue to explore Celebration Champlain.	NRPC, Municipalities, Community Organizations
On-going	Support downtown vitality efforts in St. Albans and Swanton	NRPC, Municipalities
On-going	Encourage projects and activities that educate residents and visitors about local resources and culture.	NRPC, Community Organizations
On-going	Assist communities that wish to pursue byways designation.	NRPC
On-going	Support municipalities as they implement their Municipal Plans.	NRPC and municipalities
Upon request	Provide technical support to communities on planning and zoning issues	NRPC
Upon request	Continue implementation of transportation plans and provide technical support on the Transportation Enhancement Program	NRPC

APPENDIX A: RESOURCE INVENTORY SITES

Sites noted in the resource inventory are publically-owned or are private resources listed in the Lake Champlain Basin Program recreation database. Other public or private sites can be added at the request of the site owner.

<u>Site Name</u>	<u>Town</u>
Apple Valley Orchard and Nursery	Georgia
Arrowhead Mountain Lake Access	Georgia
Arrowhead Mountain Lake Wildlife Management Area	Georgia
Georgia Historical Museum	Georgia
Georgia Town Beach	Georgia
Georgia Town Forest	Georgia
Georgia Welcome Center	Georgia
Highgate Historical Society Museum	Highgate
Highgate Town Beach	Highgate
Parabolic Truss Bridge	Highgate
Missisquoi River AA	Highgate
Missisquoi National Wildlife Refuge	Highgate
Rock River Fish & Wildlife Access	Highgate
Shad Island ad Birds Foot Delta Wildlife Management Area	Highgate
Vermont Welcome Center	Highgate
St. Albans and Franklin County Historical Museum	St. Albans City
St. Albans Historic District	St. Albans City
Taylor Park	St. Albans City
Black Creek Wildlife Management Area	St. Albans Town
Burton Island State Park	St. Albans Town
Corliss Park	St. Albans Town
Fairfield Swamp Wildlife Management Area	St. Albans Town
Kill Kare State Park	St. Albans Town
Missisquoi Valley Rail Trail	St. Albans Town
St. Albans Bay Access	St. Albans Town
St. Albans Bay Landing	St. Albans Town
St. Albans Bay State/Town Park	St. Albans Town
Woods Island State Park	St. Albans Town
Abenaki Cultural Museum	Swanton
Carmens Marsh Wildlife Management Area and Access	Swanton
Champlain Country Club	Swanton
Fairfield Swamp Wildlife Management Area	Swanton

and Access

Hamlens Garden Center	Swanton
Maquam Bay Wildlife Management Area	Swanton
Missisquoi National Wildlife Refuge	Swanton
Missisquoi Valley Rail Trail	Swanton
Swanton Chamber Information Center	Swanton
Swanton Historical Society Museum	Swanton
Swanton Town Beach	Swanton
Swanton Village Common	Swanton
Tabor Point Access	Swanton
West Swanton Orchard	Swanton

APPENDIX B: BYWAY-RELATED INSTITUTIONS AND ORGANIZATIONS

Local Governmental Organizations

Conservation Commissions
Design Review Boards
Planning Commissions
Recreation Committees
Selectboards, City Councils, Trustees
Zoning Board of Adjustment

Regional Organizations

Community College of Vermont
Economic Development Council of Northern Vermont
Franklin County All Arts Council
Franklin County Industrial Development Corporation
Islands and Farms Regional Marketing Organization
Johnson State College
Lake Champlain Basin Program
Lake Champlain Bikeways
Lake Champlain Walleye Association
Northwest Regional Planning Commission
Northwest Vermont Public Transit Network
Rest Area Task Force
St. Albans Area Chamber of Commerce
St. Albans Cooperative Creamery
Swanton Chamber of Commerce
The Wayfinders Society
University of Vermont
Vermont Association of Snow Travelers (VAST) and local VAST clubs
Vermont Youth Conservation Corps
VAOT District #8

Local Organizations

Churches
Community Organizations
Historical Societies -- Georgia, Highgate, St. Albans, Swanton
Libraries
Schools
Theater Groups

APPENDIX C: RELATED LOCAL STUDIES, PROGRAMS AND MARKETING EFFORTS

US Route 2 and VT Route 78 Transportation Corridor Study

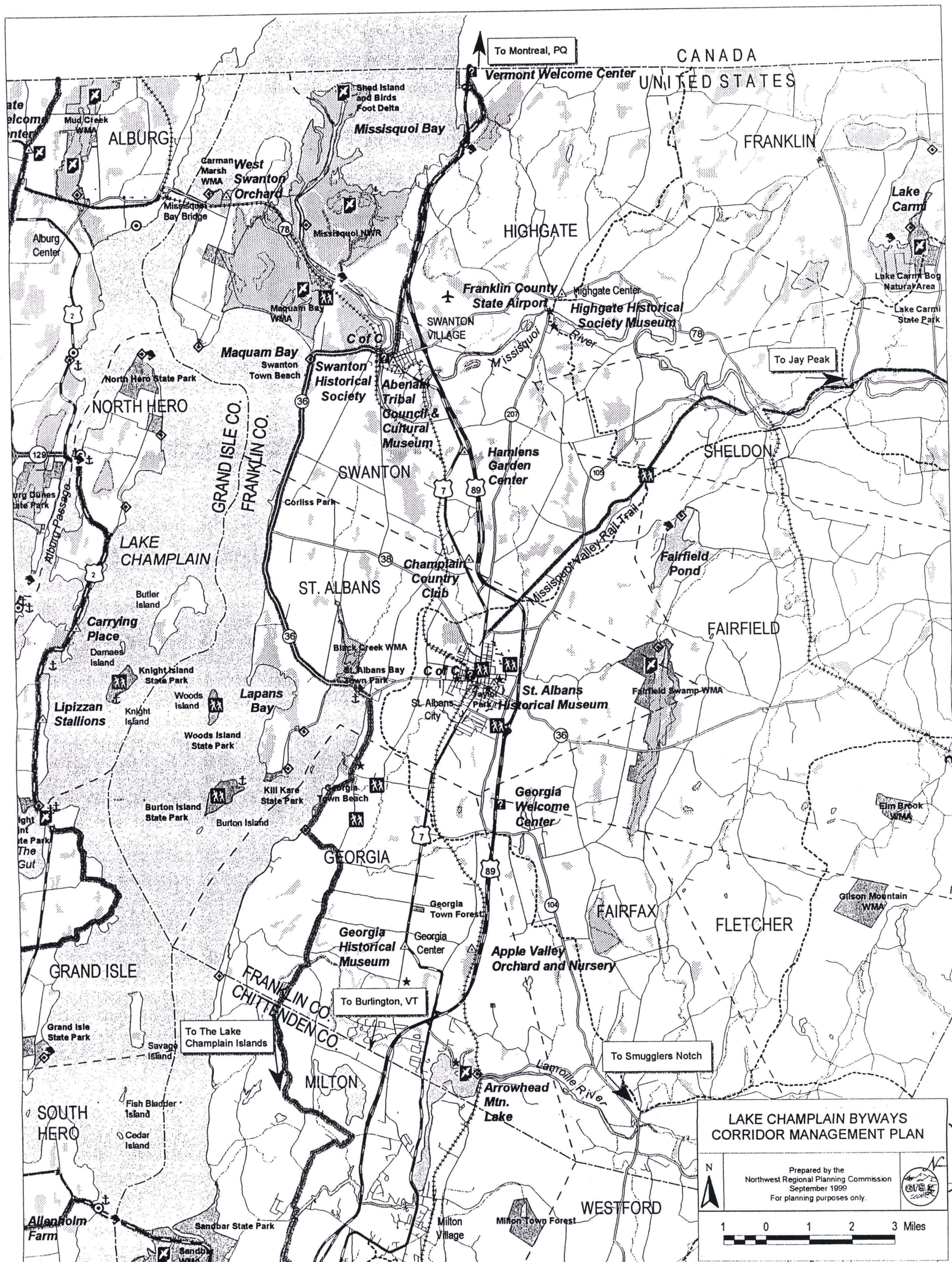
Municipal Plans -- Georgia, St. Albans Town, St. Albans City, Swanton Town and Village,
Highgate

Federal Street Study

US 7 Corridor Study

APPENDIX D: EXISTING EFFORTS AND ACTIVITIES

- The Vermont Agency of Transportation has implemented a **Vermont Byways Program** to help local communities access federal and state funding for implementing byway activities like roadway improvements and tourism promotion. A majority of the local municipality's leadership must approve a roadway segment designation before it can be enacted.
- The Northwest Regional Planning Commission is updating the **Regional Transportation Plan**. The Plan coordinates transportation goals among communities to strengthen our transportation system and reduce conflicts between roadway users.
- The **Rest Area Task Force** is a group of citizens and legislators working together to improve and staff the rest areas of Franklin and Grand Isle County. Last year, it received a grant to establish a volunteer network, The Wayfinders Society, to staff welcome centers and help travelers find and enjoy local resources.
- **Lake Champlain Bikeways** has identified a 350-mile on-road bicycling loop around Lake Champlain. Bikeways will continue to work with local communities to improve the loop and to develop side trips, known as theme loops, where appropriate. The Northwest Vermont Rail Trail Council has agreed to include the Missisquoi Valley Rail Trail as a theme loop. Other theme loops may be developed as part of the public involvement process of the Northwest Regional Transportation Plan update.
- The Vermont Department of Tourism and Marketing established twelve **Regional Marketing Organizations (RMO)** in 1998. An RMO is a partnership of businesses and institutions that have joined to cooperatively market tourism-related resources, businesses, products, and opportunities. The Franklin-Grand Isle RMO has chosen the name *Islands and Farms* to convey its regional image.
- In 1997, Senator Jeffords obtained federal authorization of a **Lake Champlain Heritage Corridor Feasibility Assessment**. The Assessment will determine whether the Region meets the basic criteria for a federally-designated Heritage Corridor. Completed activities include resource data collection and analysis, a theme workshop, A final report of the Assessment is expected to be completed by Fall 1999 and will include a public comment period.
- The State of Vermont **Tours and Detours Program** is developing Franklin County visitor information for the Franklin and Grand Isle County rest areas and welcome centers. Tours and Detours is an information program that entices visitors to get off the interstate, get into communities, and experience the special places and people of Vermont. Community meetings were held through April 1999 to identify sites and resources that are open to visitors. The Program is in the process of developing the visitor information.



LEGEND

- | | | | |
|--------------------------|--------------------------------------|--------------------------|---|
| Interstate Highway | Historic Bridge | Tourism Destination | Lake Champlain Bikeways Principal Route |
| State Highway | Information Center | Public Boat Launch | Lake Champlain Bikeways Theme Loop |
| Federal Highway | Trails, Walks, and Hikes | Private Boat Launch | Public Land |
| Other Road | Rail Trail | Wildlife Management Area | |
| Railroad | Other Trails | Public Fishing Access | |
| Surface Water | National Register of Historic Places | Marina | |
| Lake, Pond, or Reservoir | | | |

DRAFT

Notes

"LET'S BIKE THE CORRIDOR!"

Planning for Bicycle Touring within the
Lake Champlain Byways Corridor

January 2000



Prepared by the Lake Champlain Basin Program with technical assistance
from the Lake Champlain Bikeways Steering Committee.

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Crown Point, NY 12928

tel: (518) 597-4464

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BACKGROUND

PROJECT OVERVIEW

In 1994, the Vermont Agency of Transportation realized the exciting opportunity to develop a Scenic Byway Corridor Management Plan for the Lake Champlain Valley. A major inspiration for the Agency was the bi-state effort underway by the Lake Champlain Basin Program through the Vermont Department of Forests, Parks and Recreation (VDFPR) and the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) to develop "Lake Champlain Bikeways," a network of bicycle loops throughout the Champlain Valley. Based on a diverse array of natural, cultural, scenic, recreational, agricultural, and historic resources, the concept of developing bicycle theme loops quickly expanded to developing an entire scenic byway for the Champlain Valley.

Recognized as major players in the development of both Lake Champlain Bikeways and Lake Champlain Byways, VDFPR and NYSOPRHP were commissioned to develop the bicycling component of the Lake Champlain Byways Corridor Management Plan. As project coordinator of Lake Champlain Bikeways, the Lake Champlain Basin Program Recreation Coordinator was specifically assigned this responsibility with technical assistance provided by the Lake Champlain Bikeways Steering Committee. Major tasks include: (1) assess roadways for bicycle route potential and produce GIS maps; (2) coordinate bicycle theme loop development with Byways Local Advisory Committees and various bicycling committees; and (3) coordinate the development of bicycling strategies for the Corridor Management Plan, with input from the Lake Champlain Bikeways Steering Committee, Lake Champlain Byways Local Advisory Committees and the various local bicycling groups. (Each New York and Vermont county adjacent to the Lake established and staffed a Local Advisory Committee to develop local vision, goals and objectives for the Byways project. See introduction of the Lake Champlain Byways Corridor Management Plan for more discussion on Local Advisory Committees.)

The visioning for Lake Champlain Byways uniquely incorporates several alternative modes of transportation including: bicycles, boats, ferries, kayaks, rail, bus and hiking. All of these modes are equally important in the development of a Corridor Management Plan and have been carefully considered by the Local Advisory Committees to avoid potential conflicts; to create the best visitor experience for all users; and to create a safe, convenient and comfortable environment for those that make the Champlain Valley their home.

As a transportation mode, bicycle touring is particularly important because it allows the visitor to truly experience the region up close, and to integrate into local communities in a way that does not impact the region with more automobiles. Of the ten regional goals established by the Local Advisory Committees, bicycle touring reinforces the following seven:

- Establish a network of Waypoint Communities that would serve as a hub for Byway activities and could provide visitor information and services.

- Strengthen the inter-modal transportation infrastructure to reduce the visitor's dependency on automobile travel (biking, ferry, rail, bus, walking).
- Improve access to the Lake "experience."
- Strengthen the role of the Lake as the unifying feature of the two-state, two-nation region – i.e. Lake Champlain Region image and identity for tourism promotion and economic development.
- Overcome jurisdictional boundaries for Regional activities—i.e. interpretive products, marketing and information, resource protection, transportation, fishing licenses.
- Maximize the "Lake Champlain Experience" for the existing travelers through the Region—target existing visitors to stop and stay, rather than just drive through.
- Establish a network of "theme" routes for various modes of transportation that links sites throughout the Lake Champlain Region—i.e. Birding Trail, Geology, etc.

LAKE CHAMPLAIN BIKEWAYS

Born in 1993, Lake Champlain Bikeways is an initiative supported by the States of Vermont and New York, the Lake Champlain Basin Program and a number of private and non-profit organizations to develop a network of interconnected, international bicycle routes around Lake Champlain in New York and Vermont, and the Upper Richelieu River Valley of Quebec. A Lake Champlain Bikeways Steering Committee was formed in 1994, comprising of members from public agencies, non-profit organizations, private businesses and interested citizens. Members represent interests in bicycle touring, tourism, historic preservation, transportation, recreation and the environment.

Highlights include:

- In **1995**, Lake Champlain Bikeways developed a 350-mile bicycle route, (now known as the "Champlain Bikeway") around the entire lake from the southern-most tip in Whitehall, NY to Chambly, Quebec along the Richelieu River.
- In **1996**, *Northern Cartographic* of South Burlington, VT published a map featuring the Champlain Bikeway; they published a second edition in 1998.
- In **1996**, Lake Champlain Bikeways identified and assessed by bicycle over 1,200 miles of potential bicycle routes throughout the Champlain Valley to develop as a future network of theme loops.
- In **1996**, Lake Champlain Bikeways established an information clearinghouse to disseminate publications on cycling opportunities in the Champlain Valley, including: a bicycle-friendly accommodations and services directory, guidebooks, maps, a calendar of events, technical manuals and a quarterly newsletter.
- Since **1996**, Lake Champlain Bikeways has been sending out professional feature releases to media outlets nation-wide and Quebec to promote the Champlain Valley as a bicycle touring mecca. Over 50 newspapers and magazines have covered Lake Champlain Bikeways including notable ones like: *The Washington Post*, *The San*

Francisco Examiner and *The Boston Globe*. To date, over 3,800 cyclists from around the country and beyond have contacted Lake Champlain Bikeways for information.

- In **1997**, Lake Champlain Bikeways surveyed bicyclists who contacted the clearinghouse for information in 1996 & 1997. After receiving the information, approximately 30% said they visited the area in 1997. Another 40% said they would likely visit in 1998, and another 17% in 1999. In total, 87% of those who replied said they visited, or would be visiting the area in one-to-two years.
- In **1997**, Lake Champlain Bikeways put up a web site (www.lakeplacid.com/bikeways). During the 1998 cycling season, 65% of the information requests came from the web site through a user-friendly publication order form.
- Since **1997**, Lake Champlain Bikeways has hosted six workshops for businesses in the hospitality industry on how to be bicycle-friendly.
- In **1998**, Lake Champlain Bikeways created its first interpretive theme loops with local communities and the Lake Champlain Byways program to form the start of a bicycle route network. Nine loops were linked to the principal route and promoted nationally as a network of natural, cultural and historic theme loops.
- In **1998**, the Lake Champlain Basin Program established a small grants program for bicycle enhancements along routes of the Lake Champlain Bikeways Network. Twenty projects were funded grants up to \$2,000 for projects such as bicycle racks, water spigots, park benches, picnic tables and theme loop publications.
- For the **1999** cycling season, Lake Champlain Bikeways has added 15 new theme loops to the network for a total of 24 loops, ranging in distance from 5-to-60 miles. This increases the total number of network miles, including the 350-mile Champlain Bikeway, to over 1,100 miles.

As a major partner of both the Byways and Bikeways efforts, the Basin Program has bridged these complimentary projects by coordinating with local communities to create a bicycle route network that uniquely tells the "stories" of the Champlain Valley.



Bicycling along Lake Champlain in Shelburne, VT.
Credit: Alden Pellett

PROJECT DEVELOPMENT

CONSIDERATIONS FOR BICYCLING IN A SCENIC BYWAY COORIDOR

Bicyclists rely on roads distinguished by scenic views, low traffic volumes and a low percentage of large vehicles using these roads. The Champlain Valley features roads that exhibit these qualities. For these and other reasons, the region has been known as a bicycle touring destination for over two decades. Through the efforts of Lake Champlain Bikeways, the Champlain Valley is noticeably growing as an international bicycle touring destination.

Federal and state reports and case studies have established a link between promotion of designated scenic byways and increased traffic volumes and an increase in the number of large vehicles attracted to scenic roads. Promoting the intrinsic qualities of the Lake Champlain Valley through scenic byway designation needs to be done in a manner that does not adversely affect the high quality cycling experience currently found in the Valley. This could potentially happen as a result of increased traffic and the attraction of large vehicles (such as buses and RVs) along popular bicycle routes. To avoid this, implementation of Lake Champlain Byways needs to be treated as an opportunity to preserve, protect and enhance bicycle touring in the Champlain Valley through various projects and programs.

Roadway Conditions Conducive for Bicycling

The following conditions describe a roadway that is conducive to recreational bicycling which implementation of Lake Champlain Byways should strive to preserve, protect and enhance in the Champlain Valley. These conditions are excerpted from a report, *Bicycle Touring in Vermont & Vermont's Scenic Byways Program*, prepared by Bruce Burgess, Bicycle Holidays, Middlebury, VT., for the Vermont Agency of Transportation, 1995, (pg.29). Based on criteria described on page 7, the Lake Champlain Bikeways Network generally conforms to these conditions.

- **Traffic Volume:** For touring routes located on secondary roads in rural areas, the annualized average daily traffic count (AADT) should not exceed 1200 vehicles per day.
- **Traffic Speeds:** A traffic speed of 35 mph or less is preferred. Roads with speed limits greater than 45 mph should be avoided, however where lane widths are wide and traffic volume is low, a higher speed may be acceptable.
- **Outside or Curbside Lane Width:** The outside travel lane should be at least 12 feet wide. While experienced cyclists usually can manage to cycle on a road without shoulders, a smooth paved shoulder that is at least 2 feet wide can enhance rider comfort for a range of abilities.
- **Traffic Mix:** A traffic mix where less than 10 percent of vehicles using the roadway are commercial vehicles is preferred. Tractor trailers, buses, motor homes and RVs present extra risks for bicyclists.
- **Road Surface:** Road surfaces should be smooth paved or hard-packed dirt. Sandy and/or gravel roads should be avoided.

- *Maintenance:* Road surfaces should be in good repair.
- *Terrain:* A 2 to 3 percent roadway grade is considered ideal for bicycling. However, this may vary depending on local topography and intended user.
- *Entrance/Exit Activity:* Driveway-to-roadway entrance/exit activity can be dangerous for cyclists. Areas of high entrance/exit activity with heavy traffic volumes, such as strip shopping areas should be avoided.
- *Sight Distance:* Roads where curves significantly limit sight distance should be avoided, or motorists should be alerted to the presence of bicyclists on such roads by signs and speed limits should be low.

Other significant factors that contribute to the conduciveness of a roadway for bicycle touring are:

- *Scenery and Land Use:* Roads with rural, picturesque or breathtaking scenery add immeasurably to the bicycling experience. Preserving open landscapes and ensuring clutter-free views is critical to maintaining the popularity of a bicycle route.
- *Services and Facilities:* Bicycle routes need to provide ample services and facilities to accommodate the touring bicyclist. Food and lodging should be provided every ten miles, while restrooms every five miles, are desirable.

ROUTE ASSESSMENT

One of the very first tasks the Lake Champlain Bikeways Steering Committee embarked upon was the creation of a bicycle loop around the entire lake along existing roadways and bikepaths suitable for bicycling. In 1994 & 95 three Steering Committee members assessed over 600 miles around the Lake from Whitehall, NY to Chambly, Quebec which resulted in the 350-mile principal route and its 210 miles of alternates. Alternates were chosen primarily to avoid sections of unpaved roadway. (The principal route has since been named the "Champlain Bikeway.")

With the principal route in place, the next step entailed expanding into the countryside of the Champlain Valley with a network of connecting theme loops. Using counties adjacent to the Lake as a geographic boundary, 69 additional loops ranging in distance from 5 - 60 miles were assessed between 1996 - 1999 in Vermont and New York. Loops were identified based on recommendations solicited from experienced cyclists throughout the region. Eight cyclists were hired to assess and inventory the loops according to the methodology described on page 7.

The assessment included both paved and unpaved roadways. From the start, the Lake Champlain Bikeways Steering Committee chose not to discriminate against unpaved roads. Being a rural area (an ideal setting for cycling) unpaved roads are prolific in the Champlain Valley. They offer a quiet alternative to paved roads which naturally draw more cars. In selecting routes for the assessment, a conscious effort was made to include backroads--paved or unpaved--as much as possible to avoid traffic and to provide for a more peaceful cycling experience.

METHODOLOGY

The methodology for the bicycle route assessment included two components: 1) a critique of roadway conditions for cyclability, and 2) a basic inventory of significant sites, attractions and resources. Specifications and criteria used are as follows:

Specifications

- (1) Assess roads according to the Lake Champlain Bikeways route assessment criteria outlined below.
- (2) Generate route directions and record mileage between direction notations.
- (3) Record mileage points and the names of sites of interest that are accessible to the public including: natural, cultural, historic and recreational sites.
- (4) Record mileage points and describe interesting landmarks and views which help characterize the landscape.
- (5) Record mileage points and the names of available facilities and services including restaurants, general stores, lodging, restrooms, water stops and bike racks.
- (6) Record all intersections in need of street signs.
- (7) Record all locations that pose a potential safety hazard to the cyclist and explain why there is a hazard.
- (8) Suggest specific locations in need of roadway improvements or facilities to better serve cyclists. (Specific improvements could include: widening shoulders, installing bike racks, or fixing road grates, etc.)
- (9) Compile data in spreadsheet format.

Criteria

(1) Road Condition

Paved

- 1- major pot holes
- 2- rough with some potholes
- 3- tar and stone in decent condition
- 4- very smooth tar and stone
- 5- new asphalt

Unpaved

- 1- major ruts, gravel, sand--impassable on a road bike
- 2- rough washboard, gravel, or sand
- 3- washboard, gravel, or sand in just a few spots
- 4- hard-packed---clear of washboard, gravel, or sand
- 5- Very hard-packed--almost as good as pavement

(2) Rural Experience

- 1- major eye sores--industry or dumps
- 2- some industry or commercial development
- 3- countryside
- 4- interesting countryside with plenty of scenery
- 5- exceptional scenery with breathtaking views

(3) Perceived Traffic Volume

- 1- too uncomfortable to be out there
- 2- need to be "on your toes"
- 3- occasional--not really a nuisance
- 4- barely noticeable
- 5- so quiet you feel the road is yours

(4) Speed Limit

(5) Shoulder Width

(6) Lane Width

(7) Terrain

- 1- extremely steep
- 2- challenging
- 3- moderate to challenging
- 4- gently rolling
- 5- flat

(8) Appropriate Level of Cycling Ability

Advanced: riders who operate under most traffic conditions; usually ride on existing street and highway systems; operate at maximum speed with minimum delay; and require only sufficient operating space on the roadway or shoulder.

Intermediate: casual, new adult or teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles; prefer low-speed, low-traffic-volume streets or designated bicycle facilities.

Beginner: pre-teen riders (or totally inexperienced adults) whose parents prefer: (A) residential streets or country roads with low motor vehicle speed limits and volumes, or (B) well-defined separations of bicycles and motor vehicles or separate bike paths.

ASSESSMENT RESULTS

The paramount point to make in summarizing the results of the Lake Champlain Valley bicycle route assessment is that the Valley truly has a diversity of outstanding bicycle routes!

The assessment process began with hand-selecting the best routes from the start, using recommendations from local cyclists who regularly ride the routes. Knowing this, the actual on-the-road assessment was more of an exercise in verification, and indeed it confirmed beliefs that the Champlain Valley truly has all the right ingredients for a premier bicycle touring destination, including: peaceful country roads, diverse terrain from flat to hilly (however predominantly gently rolling), picturesque villages, breathtaking scenery, charming B&B's and inns, country stores and farmstands, bicycle tour outfitters, impressive historic sites and museums, lovely shoreline parks and campgrounds, convenient connections to passenger rail lines and ferry crossings, and access to numerous lakes and rivers.

Nonetheless, a few loops were discarded, primarily due to high traffic volume or in some cases too many loops concentrated in one area. In making the determination, no scientific approach was taken. Instead, the Route Subcommittee of the Lake Champlain Bikeways Steering Committee discussed the loops individually and made a decision to keep the loop for future community theme loop development, modify it, or drop it

altogether. These determinations were based on assessment results, as well as general knowledge. The resulting 59 loops are shown on Map 1, page 10 and Table 1, page 11. Since the assessment, local communities have further developed several loops, noted as "established" in Table 1.

To be included in the network, the route needed to demonstrate medium to high marks in each criterion. Roadway condition, traffic volume, shoulder width and scenery were all considered. With traffic volume being the main concern, a section with higher than acceptable traffic was only included if it proved to be a critical or unavoidable link and/or had acceptable shoulders. An example of this is along Route 2 in North Hero, VT. In this case there is considerable traffic and shoulder widths are 0-2 feet, however there is not another alternative. These rare and undesirable sections are included because they are impossible to exclude in order to maintain a continuous route. Another example is along Route 22 just south of Port Henry, NY or along Route 7 in Colchester, VT. (Note: In all cases where information has been published about the routes, special attention has always been given to warn cyclists of undesirable conditions and to use caution. Presenting realistic and clear descriptions on what to expect is of utmost importance to Lake Champlain Bikeways. Cyclists can then make an informed decision depending on their cycling ability.)

The Route Subcommittee made the first step in selecting loops for the network. The next step used the results to implement loops with local communities. Until a loop is fully embraced by a local group, it can not be established, improved or promoted as an official theme loop of the Lake Champlain Bikeways Network. It must undergo a comprehensive level of assessment and refinement (described in the next section under "Implementation"). During this process, desirable attributes are enhanced and undesirable attributes are either discarded or improved upon to create a more appealing and bicycle-friendly environment.



Enjoying Lake Champlain in South Burlington, VT.
Credit: Carolyn Bates

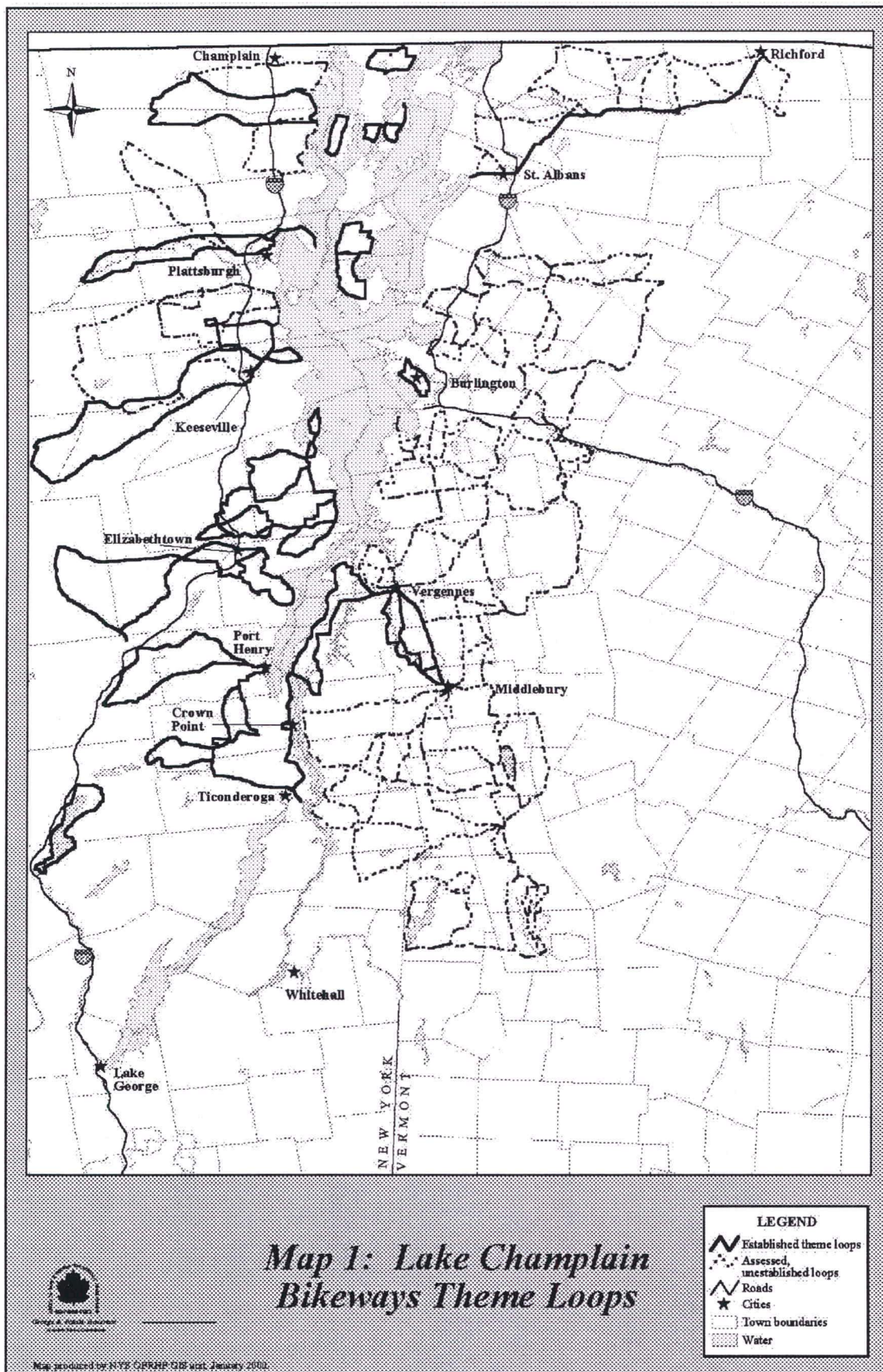


Table 1: Lake Champlain Bikeways Theme Loops

Not including the Champlain Bikeway (principal route) and its alternates.

Loop #	State	County	General Location	Established Theme Loop
1	VT	Rutland	Hubbardtown/Castleton	
2	VT	Rutland	Brandon/W. Rutland	
3	VT	Rutland	Pittsford/Rutland	
4	VT	Rutland/ Addison	Mount Independence/ Benson/Hubbardton	
4a	VT/NY	Rutland/ Washington	Fair Haven/Benson/Whitehall	
5	VT	Addison	Mount Independence/ Whiting	
6	VT	Addison	Brandon/Middlebury	
7	VT	Addison	Lake Dunmore/Whiting	
8	VT	Addison	Brandon/Ripton	
9	VT	Addison	Richville Pond/Cornwall	
10	VT	Addison	Middlebury/Bridport/Shoreham	
11	VT	Addison	Vergennes/Addison	1998 - Rebel's Retreat
12	VT	Addison	Vergennes/Middlebury	1998 - Otter Creek Wandering
14	VT	Addison	Monkton/Bristol/ New Haven/Vergennes	
15	VT	Addison	Vergennes/Ferrisburgh	
16	VT	Addison	North Ferrisburgh/Vergennes	
17	VT	Addison/ Chittenden	Bristol/Huntington/Hinesburg/ Monkton	
17a	VT	Chittenden	Hinesburg/Huntington	
18	VT	Addison/ Chittenden	East Charlotte/Hinesburg/ North Ferrisburgh	
19	VT	Chittenden	Charlotte/Shelburne/ South Burlington	
20	VT	Chittenden	Shelburne/Hinesburg	
21	VT	Chittenden	Williston/Richmond	
22	VT	Chittenden	Richmond/Jonesville/Huntington	
23	VT	Chittenden	Richmond/Essex Center/Jericho	
24	VT	Chittenden	Jericho/Westford/Cambridge/ Underhill	
25	VT	Chittenden	Essex/Colchester	
26	VT	Chittenden/F ranklin	Colchester/Milton/Fairfax	
26a	VT	Chittenden	Burlington	1999 - Cycle the City
27	VT	Franklin	Fairfax/Cambridge	
28	VT	Franklin	St. Albans/Sheldon Springs/ Richford	1998 - Missisquoi Valley Rail Trail
29	VT	Franklin	St. Albans/Sheldon Springs/ Swanton	
30	VT	Franklin	Highgate/Sheldon Springs/Enosburg	
31	VT	Franklin	St. Albans	
32	VT	Grand Isle	South Hero/Grand Isle	1999 - Stone Castles
33	VT	Grand Isle	Grand Isle	1999 - Island Life
34	VT	Grand Isle	Isle La Motte	1999 - A Legacy of Ancient Stone
35	VT	Grand Isle	North Hero/Alburg	1999 - A Trail to Two Parks
36	VT	Grand Isle	Alburg	1999 - Liquid Elixir
37	NY	Clinton	Champlain/Mooers	
38	NY	Clinton	Chazy/Altona/Mooers	1999 - The William H. Miner Story
39	NY	Clinton	Chazy	
40	NY	Clinton	Plattsburgh/Crowley Corner	
41	NY	Clinton	Plattsburgh/Saranac	1999 - Monuments, Mills & Music
42	NY	Clinton	South Plattsburgh/Peru	
43	NY	Clinton/ Essex	Port Kent/Keeseville/Black Brook/Schuyer Falls	
44	NY	Clinton/ Essex	Port Kent/Ausable/Peru	1999 - Acres of Apples

45	NY	Clinton/ Essex	Port Kent/Keeseville/Ausable Forks/Wilmington	1999 - Ausable River Valley Loop
46	NY	Essex	Willsboro	1998 - Surrounded By Water
47	NY	Essex	Willsboro	1998 - Rolling Reber Ramble
48	NY	Essex	Essex/Lewis	1998 - Woman Suffrage Way
49	NY	Essex	Essex/Lewis/Willsboro	1998 - Joe's Random Scoot
50	NY	Essex	Essex/Westport	1998 - Coon Mountain Circuit
51	NY	Essex	Westport/Elizabethtown	1998 - Mountain-to-Coast Connector
52	NY	Essex	Elizabethtown/St Huberts	
53	NY	Essex	Port Henry/Moriah	1999 - Wet & Wild
54	NY	Essex	Ironville	1999 - Stony Lonesome
55	NY	Essex	Schroon Lake	1999 - Adirondack Marathon Trail
56	NY	Essex	Port Henry/Ironville	1999 - Iron to Iron
57	NY	Essex	Crown Point/Ticonderoga	1999 - Fort to Fort

IMPLEMENTATION

THE "CHAMPLAIN BIKEWAY"

Although development of the principal route around the lake (now known as the "Champlain Bikeway") was not within the scope of the Byways project, being the original and primary route of the network, it is useful to provide a brief overview of the process involved.

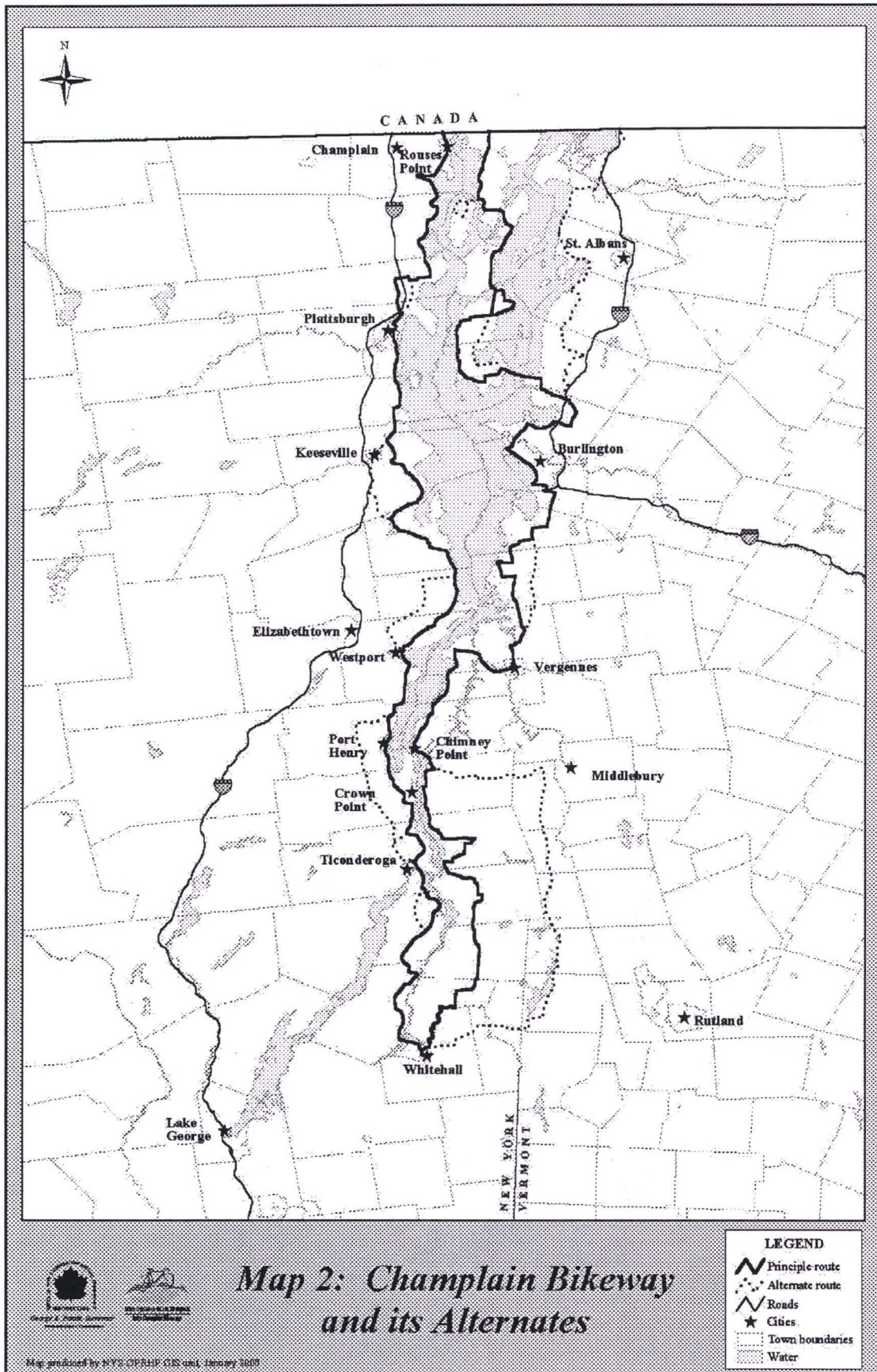
Once the Lake Champlain Bikeways Steering Committee identified a continuous loop around the Lake from Whitehall, NY to Chambly Quebec, the next step was to test it--see what the cyclists thought of it. In 1995, the Steering Committee produced 1000 copies of a draft map and distributed it throughout the region. The feedback was extremely positive, with some recommendations for improvement. Based on this, the resulting Champlain Bikeway and its series of alternates are shown Map 2 on page 14.

Based on cyclists' feedback, Lake Champlain Bikeways approached local map-makers and inspired one, Northern Cartographic of South Burlington, Vermont, to produce a map of the Champlain Bikeway. In 1996, Northern Cartographic utilized the route assessment data to produce a recreation map of the Lake Champlain region which featured the Champlain Bikeway and its series of alternates. The initial printing of 7,500 sold out in one season and Northern Cartographic reprinted a second edition with updates in 1998.

The National Survey of Chester, VT also included the Champlain Bikeway on their map, *Lake Champlain Waterways*, a boating map of the Lake Champlain region.



Enjoying one of Lake Champlain's breathtaking sunsets in Burlington, VT.
Credit: Carolyn Bates



THEME LOOPS

A Lake Champlain Bikeways theme loop is a bicycle route of the Lake Champlain Bikeways Network named for the natural and cultural characteristics of the landscape it passes through. Using existing roads, theme loops generally range from 5-60 miles in distance and often link natural, cultural, historic, and recreational sites and attractions. As a side loop of the 350-mile Champlain Bikeway, theme loops offer opportunities to explore the hamlets and hinterlands of the Champlain Valley. Important facilities and services that provide touring cyclists with food, water, parking, restrooms, and accommodations, exist on all Lake Champlain Bikeways theme loops.

Rather than basing the Bikeways network on a generic system such as a numerical system (i.e., loop #1,2,3, etc.), or a geographic system (i.e., northwest loop, southwest loop, etc.), Lake Champlain Bikeways has been basing it on intriguing and characterizing themes. The reason being that linking the diversity of natural, cultural and historic resources found in the Champlain Valley will add immeasurably to the richness and charm of the network. The resources and amenities of the Champlain Valley landscape offer wonderful opportunities to create bicycle loops that are interesting and informative. Local and visiting cyclists alike will better learn about the area, and appreciate the features that make it so unique. This is the key to a successful network--for economic, community, cultural, and educational reasons.

Local Involvement

While Lake Champlain Bikeways identified a potential network of interconnected loops, implementing these loops depended on local participation. Between 1998 and 1999 twenty-four theme loops, briefly described and depicted on pages 16-23, were developed by local groups formed around the lake.

One of the key benefits for Lake Champlain Bikeways in teaming up with Lake Champlain Byways to develop bicycle theme loops was that Byways had an infrastructure of Local Advisory Committees established. In counties where theme loops were developed (Addison, Chittenden, Grand Isle in Vermont, and Clinton and Essex in New York) each Local Advisory Committee helped in the process. In most cases a sub-group was formed or another existing group with bicycling interests was enlisted to specifically focus on the project task of developing one or more theme loops. In Franklin County, the Missisquoi Valley Rail Trail, established by the Northwest Rail Trail Council, was added to the Bikeways network. The two counties that do not include established theme loops to date are Washington County in New York and Rutland County in Vermont, although Rutland County has recently formed a theme loop group. Lake Champlain Bikeways did not identify any proposed theme loops in Washington County, therefore no action was taken there.

Loop #11 - Rebels Retreat

Location: Vergennes/Panton/Addison, VT

Mileage: 42.5

Difficulty: Easy

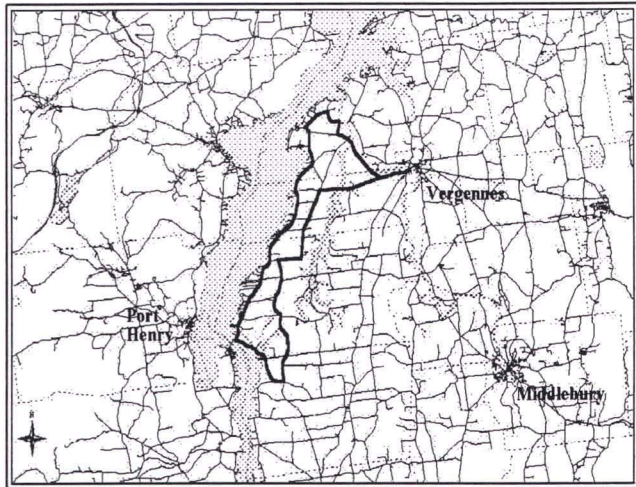
Byway Intrinsic Qualities:

Recreational, Historic, Natural, Scenic
Agricultural, Cultural

"Four Lives of the Lake" Themes:

Exploration & Military, Industrial &
Commercial, Recreation & Tourism

Focus Theme: Where rebellious American Troops retreated after the Revolutionary Battle of Valcour. To avoid capture, the troops, led by Benedict Arnold, escaped to what is now Arnold's Bay, and retreated by foot to Ticonderoga.



Loop #12 - Otter Creek Wandering

Location: Vergennes/Middlebury, VT

Mileage: 28.5

Difficulty: Intermediate

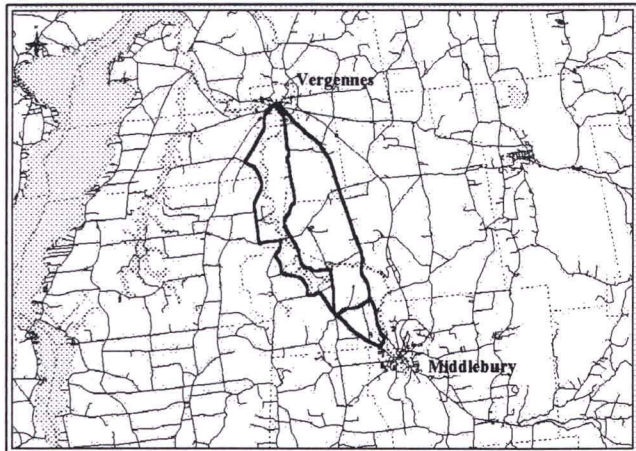
Byway Intrinsic Qualities:

Recreational, Historic, Natural, Scenic
Agricultural, Cultural

"Four Lives of the Lake" Themes:

Industrial & Commercial, Recreation & Tourism

Focus Theme: Offering nearly continuous sweeping views of thriving farms, neighboring hillsides, and the distant Adirondack Mountains, *Otter Creek Wandering* follows the meandering course of Vermont's longest river.



Loop #26a - Cycle the City

Location: Burlington, VT

Mileage: 10.5

Difficulty: Intermediate

Byway Intrinsic Qualities:

Recreational, Historic, Natural, Scenic
Agricultural, Cultural

"Four Lives of the Lake" Themes:

Pre-European Influence, Industrial &
Commercial, Recreation & Tourism

Focus Theme: A historic tour showcasing the unique and edifying natural and cultural features of Burlington along Lake Champlain, the Winooski River, the Intervale, the Hill Section and Pine Street

